

Later that day lookouts reported Heinkel He. 111 torpedo planes closing fast. *Avenger* stood out at flank speed and launched six fighters. The carrier's "Sea Hurricanes," with the escorts guns, broke up the torpedo attack and splashed 11 planes, an "altogether . . . most gratifying action that caused the screen's commander to report: "It was a fine sight to see *Avenger* peeling off 'Hurricanes' whilst streaking across the front of the convoy . . . and being chased by torpedo bombers as she steamed down the opposite course to the convoy to take cover."

Avenger was singled out for a dive-bombing attack by a dozen Junkers Ju. 88s shortly thereafter, almost as soon as the surviving torpedo bombers had disappeared over the horizon later that day. Fortunately, the bombs fell wide of the mark while the flattop's planes, with antiaircraft fire from the escorts, downed nine of the attackers.

Ultimately, the convoy weathered the storm and reached Archangel with 27 of the original group of 39 merchantmen. The escorts and supporting ships had come through unscathed. Although the *Luftwaffe*—urged on personally by Marshal Goering—had sunk 10 ships (U-boats had accounted for two), they failed to score the victory they desired. *Avenger* had contributed much to the defense of PG-18, justifying the use of small carriers to escort convoys.

Avenger was then assigned to escort Convoy KMS-1 in Operation "Torch," the invasion of North Africa in the autumn of 1942, and supported the landings at Algiers. On 15 November 1942, a torpedo from the German submarine *U-155* exploded her aviation gasoline and ammunition. *Avenger* sank with nearly all hands.

III

(MCM-1: dp. 1,040; l. 210'0"; b. 38'0"; dr. 10'6"; s. 14 k.; cpl. 80; cl. *Avenger*)

Avenger (MCM-1)—the lead ship in a new class of coastal minehunter—was laid down on 3 June 1983 at Sturgeon Bay, Wis., by the Peterson Shipbuilding Co.; launched on 15 June 1985; sponsored by Mrs. Sybil B. Stockdale; and commissioned on 12 September 1987, Comdr. Robert S. Rawls in command.

Aventinus

A character in classical mythology who was the son of Heracles and Rhea.

(ARVE-3: dp. 4,100; l. 328'; b. 50'; dr. 11'2"; s. 11.6 k.; cpl. 245; a. 8 40mm., 12 20mm.; cl. *Aventinus*)

Originally projected as *LST-1092* but redesignated ARVE-3 and named *Aventinus* on 8 December 1944; this aircraft engine repair ship was laid down on 8 January 1945 at Ambridge, Pa., by the American Bridge Co.; launched on 24 March 1945; sponsored by Mrs. Frederick W. Pennoyer, Jr., wife of Rear Admiral Pennoyer; and placed in commission at New Orleans, La., on 30 May 1945, Lt. Comdr. William R. Bell in command.



Avenger (MCM-1), lead ship of her class, underway during her trials in late 1987. (Peterson Builders photograph)

After shakedown training in the Gulf of Mexico, *Aventinus* transited the Panama Canal on 8 July; joined the Pacific Fleet; and continued on to San Diego, Calif. She soon proceeded thence—via Pearl Harbor, Hawaii, and Saipan, Mariana Islands—to Okinawa, where she arrived on 15 September. The ship served there carrying out aviation engine repair duties through 10 December. On that day, she sailed for Guam and, upon her arrival there, resumed her repair work.

On 31 January 1946, *Aventinus* shaped a course for the west coast via Pearl Harbor, reached San Diego on 12 February, and remained in port for a month. Following one more round-trip voyage to Pearl Harbor, *Aventinus* commenced a preinactivation overhaul at San Diego in May and was reassigned to the 19th Fleet. The ship was placed out of commission, in reserve, at San Diego on 30 August 1946.

In response to communist aggression in Korea, *Aventinus* was recommissioned on 25 July 1950. Following sea trials off the southern California coast, she was assigned to Air Repair Division 1 on 28 August. Upon completion of an availability alongside *Ajax* (AR-6), *Aventinus* got underway for Pearl Harbor on 9 September. She arrived in Hawaiian waters on the 18th and then entered the Pearl Harbor Naval Shipyard for repairs to her distilling plant.

Aventinus got underway for Okinawa on 10 October. She paused at Midway in mid-October while repairs were being made to another ship with which she was traveling. *Aventinus* finally reached Naha on 8 November and provided repair services for a patrol squadron based there. On 24 December, *Aventinus* set sail for Japan; arrived at Sasebo on the 26th; and reported to Commander, Carrier Division 1, for duty. In Japan, the ship received aircraft damaged beyond the repair capability of carriers for possible salvage of the whole aircraft or of its parts.

The ship left Sasebo on 11 February 1951, bound for Yokosuka, Japan. She arrived there on the 14th and resumed serving carriers which entered that port. *Aventinus* returned to Sasebo on 17 June and continued her aviation repairs. The ship made one brief trip to Pohang, Korea, in early July and then sailed back to Yokosuka.

Aventinus left the Far East on 16 October and, following a brief stop at Pearl Harbor, continued on to the west coast. She arrived at Long Beach, Calif., on 12 November and moved to San Diego on 1 February 1952. *Aventinus* was decommissioned there on 4 April 1952. In August 1963, the ship was transferred to the government of Chile and served in the Chilean Navy as *Aquila* (ARVE-135) until scuttled in August of 1980 after suffering severe damage while running aground.

Avery Island

An island in the salt water marshes of Iberia Parish, Louisiana, near the gulf coast.

(AG-76: dp. 11,500; l. 441'6"; b. 56'; dr. 24'4"; s. 12.5 k.; cpl. 878; a. 1 5", 4 40mm., 12 20mm.; cl. *Basilan*; T. EC2-S-C1)

Avery Island (AG-76) was laid down under a Maritime Commission contract (MCE hull 3085) on 31 October 1944 at South Portland, Maine, by the New England Shipbuilding Corp.; launched on 13 December 1944; sponsored by Mrs. Robert LeBourdais; and acquired by the Navy and commissioned on 21 December 1944, Lt. Comdr. J. H. Graves, Jr., in command.

Avery Island steamed to the Atlantic Basin Iron Works, Brooklyn, N.Y., where she was placed out of commission on Christmas Eve for conversion work. *Avery Island* was recommissioned on 31 July 1945 at the New York Navy Yard; conducted trial runs in Long Island Sound and shakedown training in Chesapeake Bay; and underwent a yard availability at Norfolk, Va. With her training period complete, *Avery Island* reported on 6 September to Service Force, Atlantic Fleet, for duty.

On 7 September, *Avery Island* steamed out of Hampton Roads, bound for the Pacific. She transited the Panama Canal on 15 September; paused briefly at San Diego, Calif.; then continued on to Hawaii. The ship dropped anchor in Pearl Harbor on 14 October and, after embarking Navy personnel for transport to Japan, proceeded to Tokyo, where she remained until 18 November.

Avery Island returned to San Francisco, Calif., on 7 December and was overhauled at Hunters Point, Calif. Loaded with

supplies and personnel for Operation "Crossroads," *Avery Island* sailed on 6 May as a unit of Joint Task Force 1. The ship reached Pearl Harbor on 14 May and got underway again on 22 May, bound for Bikini Atoll.

The ship entered the lagoon there on 1 June and carried out instrumentation tests during Operation "Crossroads," tests to determine the effects of atomic bombs on ships. Following the end of this mission, *Avery Island* returned to San Francisco on 21 August and shifted to San Pedro, Calif., on 3 October, and was assigned to the 19th Fleet. She steamed to Santa Cruz Basin on 13 November to undergo radiological decontamination before beginning deactivation procedures. The vessel was placed out of commission, in reserve, on 26 May 1947, at San Pedro.

The ship's designation was changed to AKS-24 on 18 August 1951. On 4 January 1960, *Avery Island* was transferred to the Maritime Administration, and she was subsequently sold for scrapping.

Avis

(MB: t. 17 (gross); l. 52'; b. 11'6"; dr. 4' (aft); s. 10 k.; cpl. 8; a. 1 1-pdr., 1 mg., 5 rifles)

The wooden-hulled motorboat *Avis*—built in 1908 at Manitowoc, Wis., by Berger—was acquired by the Navy from R. W. and H. R. Phillips for service as a section patrol boat. Enrolled and ordered delivered on 28 July 1917 and assigned the classification SP-382, *Avis* was commissioned on 28 July, Chief Boatswain's Mate Richard W. Phillips, USNR (one of her pre-war owners), in command.

Attached to the 9th, 10th, and 11th Naval Districts, *Avis* sailed from Waukegan, Ill., in September 1917 to take up her duty station at the section headquarters at Sault Sainte Marie, Mich. The boat patrolled the approaches to that vital canal system which connects Lake Superior and Lake Huron into the early winter of 1917. Shifting to Detroit, Mich., on 10 November 1917, *Avis* reached the patrol boat slip on that day and immediately began preparations for being laid-up during the winter months when the surfaces of the lakes would be frozen. On 15 November she turned over her logs to the section commander at Detroit.

The following spring, *Avis* was towed from Detroit to Sault Sainte Marie by the training ship *Isla de Luzon* between 9 and 12 May 1918 and carried out reactivation until 1 June, when she resumed patrolling "the Soo." The armistice of 11 November meant an end of *Avis*' naval activities. She was returned to her owner by 15 November 1918, and her name was struck from the Navy list.

Avocet

A long-legged, web-footed shore bird possessing a slender, up-curved bill, found in western and southern states.

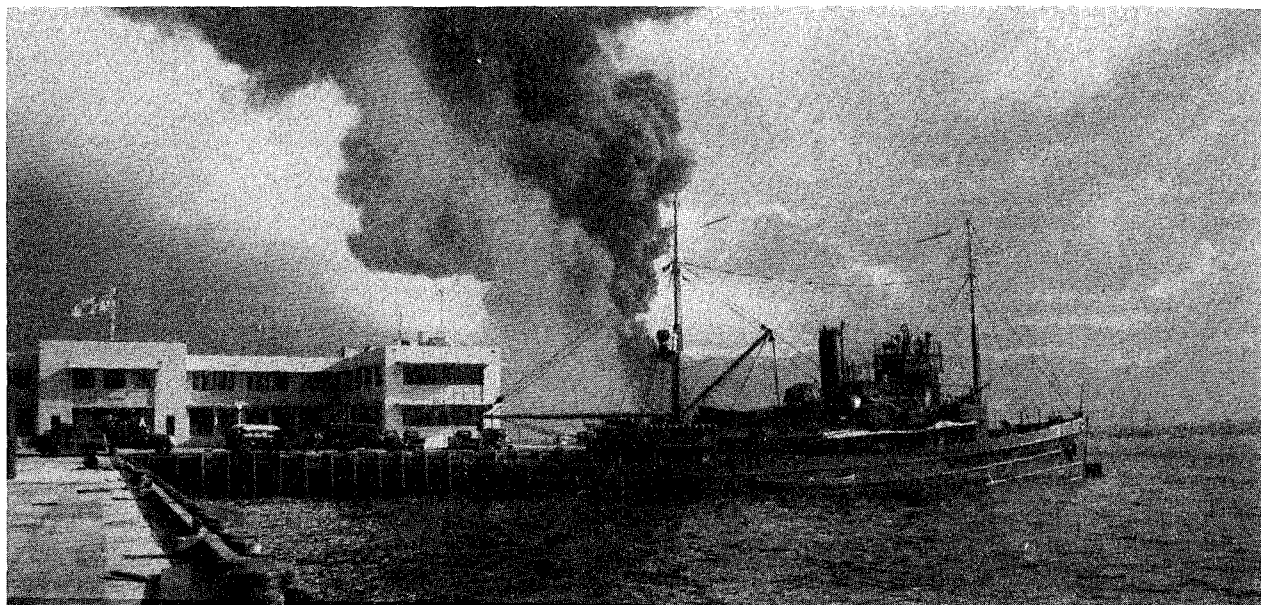
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(Minesweeper No. 19: dp. 950; l. 180'0"; b. 35'6"; dr. 9'9 1/2" (mean); s. 12.4 k.; cpl. 72; a. 2 3", 1 .30-cal. Lewis mg.; cl. *Lapwing*)

The first *Avocet* (Minesweeper No. 19) was laid down on 13 September 1917 at Baltimore, Md., by the Baltimore Drydock and Shipbuilding Co.; named *Avocet* on 17 November 1917; launched on 9 March 1918; sponsored by Miss Frances Virginia Imbach, daughter of the superintendent of the upper plant of the Baltimore Drydock and Shipbuilding Co., and commissioned at the Norfolk Navy Yard, on 17 September 1918, Lt. Christian Crone in command.

Avocet operated in the waters of the 5th Naval District, primarily in the Lynnhaven-Hampton Roads area, through the Armistice in November 1918. Her duties consisted principally of minesweeping as late as the first week of December, but she also provided tug services as required, towing the disabled steamship *Manta* from 17 to 23 November, passing the tow to the tugs *Wahnetta* and *Mohawk* off Cape Henry on the 23d.

Entering the Norfolk Navy Yard on 19 December, *Avocet* remained there into the second week of January 1919, during which time her main battery of two 3-inch guns was removed, on 10 January. *Avocet* subsequently resumed sweeping the ap-



Avocet (AVP-4) at Pearl Harbor, 7 December 1941, shortly before burning oil from "battleship row" compelled a change of berth. She is wearing Measure 1 camouflage (dark gray/light gray). (80-G-32669)

proaches to Hampton Roads, at Lynnhaven Roads and off Cape Henry, on the 13th, and later performed service as a tug between Hampton Roads, Baltimore, Norfolk, and Portsmouth, N.H., during February and March, 1919. She briefly visited New York City between 10 and 15 March, for recreation, before she returned to Norfolk on the 20th.

Spending the rest of March 1919 at the Norfolk Navy Yard, *Avocet* called at Annapolis from 4 to 9 April 1919 before dropping back down to Norfolk on the 9th. Later in April the ship visited Charleston, S.C., and Norfolk, before sailing north for New York City, where she arrived on 1 May. Ordered thence, on 10 May, to the Norfolk Navy Yard for docking and repairs, *Avocet* spent the balance of May and much of June, 1919, fitting out for extended duty sweeping the North Sea Mine Barrage, and ultimately sailed from Norfolk for Boston on 28 June in company with *Quail* (Minesweeper No. 15) and *Lark* (Minesweeper No. 21). The three ships reached their destination on 1 July, and set out the following day for Kirkwall, in the Orkney Islands, with *Avocet* as flagship for the division which had been joined by *Whippoowill* (Minesweeper No. 35). The four minesweepers reached Kirkwall on the evening of 14 July.

Over the months that followed, *Avocet* spent 63 days in the minefields and only 15 in port, frequently having to battle the North Sea in the course of the already hazardous tasks involved in minesweeping. Once in the course of her operations on the minefields, on 22 August, she narrowly missed hitting a British-laid contact mine. *Avocet*, like her sisters clearing the North Sea Mine Barrage, was based principally at Kirkwall, but also used Lervig Bay and Stavanger, Norway, as bases as well. Ultimately departing Kirkwall on 1 October 1919, *Avocet* arrived at Brest, France, on the first leg of her homeward-bound voyage, on 5 October. She lingered there until departing for the United States on the 16th, towing the water barge *Rin Tin Tin* and steaming in company with *Thrush* (Minesweeper No. 18), the latter towing the freight lighter *Ninette*.

The little convoy reached Ponta Delgada, in the Azores, on 22 October, and cleared the port on the 25th for Bermuda. En route, on the morning of 28 October, *Avocet* intercepted an SOS from the schooner *Marie Gerese* of Barcelona, Spain, which had been rammed by the steamer *SS Hickman*, expressing the crew's intent to abandon ship. *Avocet* changed course accordingly, to render assistance, but, finding out while standing toward the scene that *Hickman* had rescued the schooner's crew and was proceeding toward New York with them on board, resumed her voyage. The little convoy paused at Bermuda from 5 to 7 November, and ultimately reached Hampton Roads on the 10th.

Having delivered their tows, *Avocet* and *Thrush* sailed for Tompkinsville, Staten Island, New York, on the 17th, and arrived the following day.

On 24 November, Secretary of the Navy Josephus Daniels reviewed the ships of the Minesweeping Squadron, including *Avocet*, at New York, and lauded their accomplishment in clearing the North Sea Mine Barrage. The following day, *Avocet* led a division of nine of her sister ships to Charleston, arriving there on the 28th, and remained at the South Carolina port through the end of the year 1919.

Avocet sailed for Panama on 3 January 1920 and reached Colon one week later. Transiting the Panama Canal on the 13th, the ship departed Balboa on the 17th, and reached San Diego, Calif., on the 28th. She remained there until 1 March 1920, when she shifted to San Pedro. In reduced commission, *Avocet* lay inactive at San Pedro through the summer of 1920, and, during this time, was classified as AM-19 on 17 July 1920, during the fleet-wide assignment of alphanumeric designations.

Towed to the Mare Island Navy Yard by *Brant* and *Heron* (AM-10), between 13 and 16 September 1920, *Avocet* spent the remainder of 1920 and the first seven months of 1921 inactive and in reduced commission at Mare Island. Underway for the Territory of Hawaii on 21 August 1921, she made the voyage in company with *Heron* and *Finch* (AM-9), and the three ships reached Pearl Harbor on the last day of August. *Avocet* remained inactive in Hawaiian waters into October; she then briefly visited Honolulu from 4 to 6 October before she sailed for Guam on the latter date in company with *Heron* and *Finch*. Reaching Guam on 23 October, the ships arrived at Cavite, Philippine Islands, on 2 November, and joined the Asiatic Fleet's Minesweeping Detachment.

Avocet remained at Cavite for the next several weeks, a comparatively uneventful stay enlivened only by a fire that broke out in the Cavite Navy Yard early on the morning of 18 November 1921. The minesweeper sent her fire and rescue party, in charge of the executive officer, Ens. Forrest A. Rhoads, to aid yard forces in battling the blaze. This party returned to the ship an hour later, minus one of its number who had sustained injuries ashore. He rejoined the ship the following day.

Shifting to Olongapo on 7 December, *Avocet* remained there until towed back to Cavite by *Finch* on 26 and 27 January 1922. After spending all of February in the yard at Cavite, the ship ran her post-repair trials on 9 March—the same day her captain received orders directing him to decommission her. Mooring alongside *Heron* in Canacao Bay, near Cavite, on 25 March, *Avocet* spent the rest of this stage of her career inactive, her

crew busily engaged in wire-brushing and red-leading the ship for inactivation. On 3 April 1922, *Avocet* was decommissioned at Cavite.

Avocet's inactivity, however, lasted only a little over three years. Reconditioned for service at Cavite, the ship was recommissioned on 8 September 1925, Lt. Grady B. Whitehead in command. *Avocet* was recommissioned to serve as an "auxiliary aircraft tender", assigned to the Asiatic Fleet's air squadrons.

For the next two years, *Avocet* operated exclusively in the Philippines, tending aircraft from Torpedo Squadrons (VT) 20 and 5A, in locales that ranged from Olongapo and Subic Bay to Manila, and the southern islands. For the remainder of 1925, these operations were interspersed with duty supporting advanced base evolutions at Port Concepcion and Libas, as well as a visit to Iloilo on Navy Day to "show the flag." From October to December, she provided support for destroyer exercises in Manila Bay, towing targets for the "flush-deckers" of Destroyer Divisions 39, 43, and 45.

During 1926, she provided target services for Asiatic Fleet submarines in January, and towed targets for *Jason* (AV-2) as the aviation tender conducted her battle practices in February. After exercising with submarines again out of Mariveles in April, she operated locally between Olongapo and Manila Bay into the spring, occasionally transporting passengers and freight back and forth. Her advanced base operations in 1926 took her to Loos Bay, Dapitan Bay, and Zamboanga, where, along with *Heron* (AVP-2), she tended planes of VT-20. She also operated during the summer at Jolo. Repairs at Cavite kept the ship in the yard there from mid-August through mid-September, after which time she commenced operations at Polloc Harbor, Parang, Mindanao. Before October was out, she had extended her operations to transporting passengers to Cebu.

While the turmoil in China in 1927 kept much of the Asiatic Fleet engaged in Chinese waters, *Avocet* remained in the Philippines, operating principally at Olongapo and Manila. She exercised with Asiatic Fleet submarines in February, recovering torpedoes, and then performed a brief stint of tug work at Olongapo, assisting the mooring of the transport *Chaumont* (AP-5) and the Dollar liner, SS *President Lincoln*, on 9 and 11 May. That summer, *Avocet* operated at Zamboanga, Jesselton (North Borneo), and Iligan Bay, Mindanao. Early in August, she transported General Nathorst of the Philippine Constabulary from Jolo to Zamboanga, and then tended planes in Surigao Strait before she returned to Cavite at the end of September. For the remainder of 1927, the ship operated in Manila Bay, Subic Bay, and underwent the usual upkeep at Cavite.

The year 1928 began with local operations out of Manila Bay, through February, and early in March she assisted the fast minelayer *Rizal* (DM-14) in that ship's battle practice and battle mining exercises; on 12 March, she lay off Corregidor as a unit of the Inshore Patrol Force in Army-Navy war games, challenging strange ships and, during the day, noting the passage of "enemy" planes over Corregidor. At one point on the evening of 13 May she observed two "enemy" vessels inside her patrol area—*Jason* and the submarine tender *Canopus* (AS-9)—the "enemy" so close at hand that *Avocet* had to stop and back down to avoid contact.

On 16 March, *Avocet* towed targets for the oiler *Pecos* (AO-6) before she operated out of Bolinao Harbor, tending the planes of VT-5A. On 23 March she put into the Cavite Navy Yard where, over the ensuing weeks she received minor repairs, a remodelled magazine, and a pair of 3-inch anti-aircraft guns. After running trials and assisting the fast minelayer *Hart* (DM-8) in her battle and mining practices, *Avocet* sailed for China on 25 April in company with *Finch* and *Pecos*, the oiler towing two battle raft targets.

Arriving at Chefoo on 3 May, *Avocet* shifted down the coast to Shanghai on the 14th, returning to North China waters on the 18th. She spent the remainder of May, all of June, and much of July at Chefoo, tending planes and providing tow and target services for the fleet flagship *Pittsburgh* (CA-4) as that cruiser conducted her battle practices. On 9 July, *Avocet's* deck watch noted a sampan under sail capsized 1,000 yards off the ship's starboard beam; the tender accordingly called away a rescue party and soon had two Chinese men on board, dried their clothes and sent them ashore in *Jason's* liberty launch.

At the end of July, *Avocet* sailed for Hsinho, China, with liberty parties from *Heron* and *Jason* embarked, touching at Dairen, Manchuria, en route back to Chefoo. Reaching that port on 14 August, she soon commenced her own battle practices with her recently installed battery.

A typhoon, however, curtailed the ship's activities. At 2015 on 26 August 1928, *Avocet* grounded on a sand bar. With the wind clocked at Force 8, *Avocet* remained at the mercy of the tempest for the rest of the night, but fortunately sustained no major damage. When the storm abated, help soon arrived, with Commander, Aircraft Squadrons, Asiatic, Comdr. Richmond K. Turner, flying his pennant in *Bittern* (AM-26), taking charge of salvage work.

Heron attempted, unsuccessfully, to get a line across while working parties from the destroyer tender *Black Hawk* (AD-9) and the light cruiser *Trenton* (CL-11) came on board to assist. *Bittern*, meanwhile, started laying out anchors to seaward. *Bittern*, *Finch*, and *Heron* all attempted to free their stranded sister ship but without success on the 27th, as surging surf and heavy swells moving in from offshore complicated matters of getting divers over the side with high-pressure hoses to try and blast away the mud holding the ship fast. Three destroyers—*MacLeish* (DD-220), *Parrott* (DD-218), and *Simpson* (DD-221)—were even enlisted to try and free *Avocet* by steaming by at high speed and attempting to create a wave that would rock the ship free. Ultimately, after working parties from three cruisers arrived to help lighten the ship by transferring stores and ammunition to lighters and boats, a dredge was brought alongside and a fuel oil barge took on the ship's fuel. The combined efforts of *Avocet's* three sister ships, the waves again created by the three destroyers, and the ship's own engines, finally allowed *Avocet* to slide free at 2135 on the 29th.

After minor repairs alongside *Black Hawk*, *Avocet* sailed for Shanghai, arriving there on 7 September. Docked and her damage investigated, she underwent more permanent repairs and an overhaul while she lay in dock. While there, she witnessed the commissioning of the new river gunboat *Panay* (PR-5).

Avocet departed Chinese waters on 15 October, and arrived at Cavite on the 20th. Steaming thence to Lemery and Taal for Navy Day observances, the ship operated locally between Olongapo and Manila before she proceeded to Salomague, where she provided services to a British flying boat squadron on a good-will visit to the Philippines before it got underway for Hong Kong on 18 November, briefly hosting the British fliers and the Salomague reception committee on the 16th.

Avocet migrated to the southern Philippines early in 1929, to Zamboanga and Polloc Harbor. She tended Army amphibian aircraft at Bolinao Harbor before she then operated at Looc Bay and Catbolagan; she sailed thence to Iloilo on 25 March to relieve *Penguin* (AM-33) as station ship for the Eclipse Expedition, a task she turned over to *Finch* on 8 April. Returning then to Cavite, *Avocet* remained there a month, sailing for China on 10 May.

Arriving on the 15th, *Avocet* remained at Shanghai until 10 June, when she sailed for Nanking, and remained at that Yangtze port from 12 to 23 June before returning via Shanghai to Cavite. The ship returned to Chinese waters soon thereafter, however, carrying passengers to Shanghai before proceeding again to Nanking, where she served as station ship from 13 July to 20 September. Returning to Manila on 3 October, *Avocet* remained in the Philippines for the rest of 1929.

The years 1930 and 1931 brought more of the same: local operations in the Philippines, a yearly overhaul at Cavite, interspersed with tending planes and providing services in Chinese waters. In the spring of 1930, *Avocet*, along with *Heron* and *Jason*, visited Hong Kong and Amoy for the first time, and then spent the period from 5 May to 8 September operating at Tsingtao before returning to Manila Bay on 30 September, via Shanghai. In the spring and summer of 1931, *Avocet*—specifically designated as a "minesweeper for duty with aircraft" on 30 April 1931—operated at both principal Asiatic Fleet operating areas in North China, Chefoo and Tsingtao, tending planes and towing targets. Towed back to the Philippines by *Heron* at the end of this second deployment, *Avocet* remained in Philippine waters through the spring of 1932.

Avocet's operations for 1932 were proceeding as routine: operating in Manila Bay, tending planes from VT-5A with men from that squadron living on board a former coal barge, *YC-147*, moored alongside. On 10 March, however, she received urgent orders to proceed to the scene of a marine disaster; a fire had broken out on board a Japanese merchant ship, SS *Kaku Maru*. *Avocet* got underway immediately, at 1550 on the 10th, and arrived on the scene at 0110 the following morning. *Avocet* managed to get a line to the stricken ship, assisting *Pigeon* (AM-47) in the tow, but that line soon parted. *Pigeon* managed to beach *Kaku*

Maru in Paluan Bay, while the destroyer *Tracy* (DD-214), which had taken *Kaku Maru*'s crew on board, transferred the 29 Japanese sailors to *Avocet*, which took the men to Manila and disembarked them that evening.

Avocet resumed her routine soon thereafter, towing targets at the end of March for destroyer battle practices. She underwent an overhaul at Cavite from 11 April to 16 May, and ultimately stood out of Manila Bay for the last time at 1923 on 18 July 1932, bound for the Hawaiian Islands. After stopping at Guam from 25 to 29 July, the minesweeper sailed thence for Pearl Harbor, arriving at her destination on 12 August 1932.

Avocet then operated out of the Fleet Air Base, Pearl Harbor, through early April, 1933, local operations punctuated only by upkeep in the navy yard. She sailed independently for French Frigate Shoals on 15 April, anchoring there on the 17th to commence advanced base operations—the first such evolutions for Pearl Harbor-based flying boats. She got underway on the 19th to reach her plane-guard station, and soon logged in the arrival of 30 flying boats from Patrol Squadrons (VP) 1, 4 and 6. She supported VP-6, providing berthing and messing facilities for the squadron's officers and men, over the next several days, out of French Frigate Shoals, until recovering the seaplane moorings and breaking camp on 28 and 29 April. She sailed the latter day for Pearl Harbor in company with the small seaplane tender *Pelican* (AVP-6). Arriving back at the Fleet Air Base on 2 May, *Avocet* operated locally for the remainder of the year 1933, acting as plane guard for familiarization flights, night flying, and, on one occasion, salvaged the wreckage of a crashed Douglas PD-1 flying boat from VP-9, during August, 1933, recovering the body of one of the pilots and parts of the aircraft.

Avocet plane-guarded the last leg of the inbound flight of the new Consolidated P2Y flying boats of VP-10 as they arrived at Pearl Harbor on 11 January 1939, and then operated locally until heading for Kahului, Hawaii, with the seaplane tender *Wright* (AV-1), on 29 January. *Avocet* participated in advanced base operations and Hawaiian Tactical Exercise No. 2 at Kahului until 8 February, when the ship sailed for Pearl Harbor with *Lark*, ultimately rendezvousing with *Wright* and the "Blue" Force before ceasing exercises on the 9th.

The ship then sailed for a plane guard station for the flight of VP-8F to Midway, arriving at Laysan Island on 14 February, thence to station "affirm" 35 miles south-southwest of Nihoa Island, in the Hawaiian chain. Having completed her duties there, *Avocet* returned to Pearl Harbor on 19 February, remaining there a month before sailing for San Diego on 19 March. She arrived at that west coast port on 28 March.

Underway for Corinto, Nicaragua, on 3 April, *Avocet* tended the Martin PM-1 flying boats from VP-7F and 9F from 13 to 15 April, and briefly served as the flagship for Rear Admiral Alfred W. Johnson, Commander, Aircraft, Base Force, while at Corinto. She accompanied the fleet's patrol planes as they migrated across the Gulf of Dulce, and, after transiting the Panama Canal on 24 April 1934, met them at Coco Solo, whence she followed them to the Bay of Caldera, off the coast of the Dominican Republic.

One highlight of this period came on 10 May when *Avocet* received word that one of VP-9F's planes had been forced down, and was under tow of a merchant ship, SS *Prospector*. Underway from the Bay of Caldera at 1304 on 10 May, the ship rendezvoused with *Prospector* at 2238, and at 0040 on the 11th, first took the Martin PM-1 under tow and then hoisted it on board for repairs later that day. *Avocet* later operated out of St. Louis Bay, Haiti, before returning to Coco Solo, Pacific-bound, on 16 May, and hoisting out the repaired PM-1 en route. After transiting the Panama Canal on 19 May, she reached San Diego on the 30th.

Following a brief period of voyage repairs at the Mare Island Navy Yard, *Avocet* sailed for San Francisco, and thence to Juneau, Alaska, for her first deployment to Alaskan waters. She stood watch on plane-guard station off Cape Scott, British Columbia, from 26 to 28 July, before she reached Juneau on 28 July, and over the weeks that followed operated at Yakutat Bay, Seward, Cordova and Ketchikan. Again she served briefly as Rear Admiral Johnson's flagship in August, 1934, and provided VP-9F with berthing and messing facilities while at Cordova.

Winding up her first stint in Alaskan waters when she sailed from Ketchikan on 20 August, *Avocet* called at Astoria, Oreg., en route to Mare Island, and after spending the period from 7 September to 1 October at San Diego, returned to Pearl Harbor on 9 October. She conducted local operations out of the Fleet Air Base at Pearl Harbor for the remainder of the year 1934. During

that period she took part in Hawaiian Tactical Exercise No. 3 with VP-10F at Nawiliwili, Kauai, in late October.

For the first four months of 1935, *Avocet* operated locally out of Pearl Harbor, before she sailed for Midway on 3 May to take part in advanced base operations as part of Fleet Problem XVI. In that major fleet exercise, the five squadrons of Pearl Harbor-based patrol planes were to fly to Midway and join the force commanded by Rear Admiral Thomas C. Hart, Commander, Cruisers, Scouting Force, in his attack and seizure of the island; they were then to operate from Midway to defend it from the WHITE fleet, supporting the marines defending the island by scouting "enemy" dispositions. With Midway yet to be developed as a base, logistics were a prime concern to Rear Admiral Johnson, commanding the patrol planes, and the five squadrons had to be virtually self-supporting. *Avocet* and her sister ships, and the submarine tender *Beaver* (AS-5), had to support the six different types of patrol planes by carrying an unusual number and variety of spare parts.

Concerned over the problems presented by the location in which his planes would operate, Rear Admiral Johnson sent his chief of staff, Capt. John H. Hoover, in *Beaver*, to Midway in advance, with *Avocet* accompanying *Beaver*. Hoover was to "look over the situation," have the channels buoyed and 500-pound anchors laid out for the flying boats expected to arrive. Arriving on 8 May, this advanced party, despite "rain squalls and continued bad weather," succeeded in "skillfully and expeditiously" accomplishing its task. Over the days following, *Avocet* supported seaplane operations out of Midway, accommodating men from VP-8 on board during this time.

Departing Midway on 24 May, *Avocet* reached Pearl Harbor on the 29th, and operated locally out of the Fleet Air Base into March of 1936, when she sailed for French Frigate Shoals and Pearl and Hermes Reef, to support survey operations there. Back to Pearl Harbor on 23 April, *Avocet* operated on a passenger-carrying service between Pearl Harbor and Hilo, Hawaii, that August.

On 25 September, *Avocet* transferred her ammunition to the ammunition depot at Pearl Harbor, taking on board 3,700 pounds of granular TNT for blasting operations at Johnston Island. She then sailed for that island on the 28th. She subsequently returned to Pearl Harbor on 12 October. She returned to Johnston Island later the same month, and supported advanced base operations there with VP-4, there and at Pearl and Hermes Reef. She spent the remainder of the year 1936 and the first four months of 1937 operating out of Pearl Harbor, French Frigate Shoals, and Hilo.

On 5 May 1937, *Avocet* shifted from Pearl Harbor to Honolulu, and the following day embarked a 16-man National Geographic-United States Navy Eclipse expedition, under Capt. Julius F. Hellweg, USN (Ret.), the superintendent of the Naval Observatory. Hellweg later described his first sight of *Avocet* as she lay moored on the waterfront: "Her undisturbed, peaceful air, her smart appearance, her very evident readiness to go, cheered us tremendously." Seen off on her scientific voyage by a party that included the territorial governor, the Honorable Joseph B. Poindexter, and the commandant of the 14th Naval District Rear Admiral Orin G. Murfin, *Avocet* sailed for Canton Island.

After soundings at Enderbury Island revealed no good anchorage there, *Avocet* proceeded thence to Canton, arriving the same day, 13 May. While returning to Enderbury to land observers on 24 May, the ship remained at Canton Island for the eclipse expedition through 8 June. Joined by the British sloop HMS *Wellington* on 26 May, with men from a New Zealand expedition embarked, *Avocet* observed the total eclipse of the sun at 0836 on 8 June 1937. Sailing for Pearl Harbor on the afternoon of 9 June, the ship arrived at her destination on the 16th, disembarking her distinguished passengers upon arrival.

It was around this time that the noted American aviatrix, Amelia Earhart (Putnam), attempted a round-the-world flight, accompanied only by her navigator, Fred Noonan, and flying a Lockheed Model 12, "Electra." When she disappeared in the vicinity of what was believed to be Howland Island, the Navy launched a search to find her. Shortly after noon on 8 July 1937, *Avocet* arrived at Lahaina Roads, the deep-water anchorage off the island of Maui, and moored to the port side of the aircraft carrier *Lexington* (CV-2). She commenced issuing gasoline to the carrier at 1300 and completed the task at 2015; *Lexington* soon sailed to carry out an extensive, but in the end unsuccessful, search for the missing aviatrix.

Avocet returned to Johnston Island for further blasting opera-

tions from 20 to 27 July; later, on 16 August, she picked up the tow of ex-*Eagle* No. 10 (PE-10) and sailed for Lahaina Roads. On 18 August, *Argonaut* (SS-166), in target practice, sank the old "Eagle" boat by gunfire.

Subsequently transporting passengers to Kahului and Hilo, *Avocet* tended VP-1 at the latter port from 23 to 31 August 1937 before she returned briefly to Pearl Harbor. She sailed thence for French Frigate Shoals on 1 September, and tended, in succession, VP-8, VP-10, VP-6 and VP-4, until 19 September, at which point she returned to the Fleet Air Base. She remained at Pearl Harbor until 15 October, when she sailed for American Samoa.

Arriving at Pago Pago, Samoa, on 25 October, *Avocet* served as station ship at that port through February of 1938. On 11 January 1938, Pan American Airways' Sikorsky S-42B "Samoa Clipper" (NC 16734) took off from Pago Pago at 0540, on the final leg of its flight to New Zealand. At 0608, the pilot, Captain Edwin C. Musick, reported an oil leak and that he was shutting down number four engine. Musick apparently elected to jettison some of the fuel the "Clipper" was carrying, and radioed his intentions to do so at 0842.

With no word from the plane since Musick's 0842 transmission, *Avocet* sailed from Pago Pago at 1910 for a point 12 miles north of Tapu Tapu Point. *Avocet* sighted an oil slick at 0606, and wreckage at 0637. Lowering her motor launch at 0700, men from the ship soon brought on board wreckage positively identified as having come from the "Samoa Clipper." *Avocet* continued the search during the forenoon watch, but found no signs of any survivors of the crew of seven. A subsequent investigation speculated that sparks from the engine exhaust had ignited the fuel Musick had reported he was jettisoning, triggering a violent explosion that blew the Sikorsky apart in flight.

Underway from Samoan waters on 5 February 1938 for Pearl Harbor, *Avocet* sailed via Fanning Island, taking on board mail for delivery to the Honolulu post office, and ultimately reached Pearl Harbor on 18 February. *Avocet*—reclassified from AM-19 to AVP-4, a small seaplane tender, in March 1938—returned to French Frigate Shoals on 23 March 1938, supporting advanced base evolutions of VP-8; during this time she took on board gasoline from the submarine *Nautilus* (SS-168). Departing French Frigate Shoals on 28 March, *Avocet* proceeded directly to the village of Makua, on the coast of Oahu, and arrived on the 30th. The following morning she attempted the salvage of a crashed flying boat of VP-4, recovering the body of a radioman; she hoisted the wreckage of the plane on board on 1 April.

Avocet then operated locally out of Pearl Harbor through mid-July, conducting short-range battle practice and planting bombing targets off Barbers Point, and, for a brief time, on 6 July and again on 15 to 20 July, served as flagship for Commander, Patrol Wing (PatWing) 2, Capt. Kenneth Whiting. Before the year 1938 was out, *Avocet* conducted two periods of advanced base operations at Midway, tending VP-6 from 25 to 27 July and VP-4 between 25 to 27 October.

Avocet spent the first six months of 1939 operating out of Pearl Harbor, interspersing the routine local evolutions with advanced base maneuvers—once at Hilo, twice at Midway, and once at French Frigate Shoals—and an inspection of Lisianski Island. During this time Capt. Whiting again flew his pennant briefly in *Avocet* and the ship supported VP-4, 6, 8 and 10 at varying times.

Sailing from Pearl Harbor on 23 June 1939 for San Diego, *Avocet* arrived at her destination on Independence Day having plane-guarded for VP-1 en route. Now assigned to PatWing 1, the seaplane tender remained at San Diego until late August, at which time she shifted to San Pedro. The outbreak of war in Europe on 1 September 1939 found the ship moored alongside the submarine tender *Argonne* (AS-10) for upkeep. For the remainder of 1939, *Avocet* was based at the Naval Air Station (NAS), San Diego, occasionally supporting advance base operations at San Pedro and Pyramid Cove, off the island of San Clemente.

Avocet operated locally from San Pedro and San Diego into the spring of 1940, at which time she sailed for Pearl Harbor on 29 March 1940. Performing plane-guard duties en route, *Avocet* arrived at Pearl Harbor on 9 April, and got underway for French Frigate Shoals four days later, to establish an advanced base for the Consolidated PBV flying boats of VP-24 as part of the "Maroon" fleet in Part VI of Fleet Problem XXI, the last of the large-scale fleet maneuvers.

"War" had been declared on 8 April between "Maroon" and

"Purple," and Part VI of Fleet Problem XXI, that phase of the war games which involved all combatant and auxiliary types of the fleet, commenced on the 19th, four days after *Avocet* had arrived at her advanced base site. With all of VP-24 in the air to conduct search missions on the 20th, the seaplane tender found herself alone when a formation of "Purple" cruiser-based scout planes arrived overhead.

Avocet sighted 10 planes off her starboard quarter at 1325 and went to general quarters. Four of the floatplanes attacked the ship from the starboard side two minutes later, but *Avocet* opened fire with her 3-inch and .30-caliber machine guns, and drove them off. Subsequently, 10 planes attacked from the port bow before flying off to the north. Soon thereafter, the seaplane tender sighted six destroyers which opened fire at 1355 but abruptly ceased four minutes later, moving off to the southeast. Departing French Frigate Shoals later the same day, *Avocet* arrived at Pearl Harbor on the 24th, winding up her participation in Fleet Problem XXI. She returned thence to the west coast of the United States, and operated from San Diego, San Pedro, and Coronado for the balance of the year 1940.

Avocet spent the first two months of 1941 in the San Diego area, first undergoing an overhaul at the Destroyer Base from 13 to 27 January before returning to NAS, San Diego, for local operations. During this latter period, she salvaged a crashed fighter from VF-2 in Coronado Roads on 29 and 30 January, and a Douglas SBD-2 from Scouting Squadron (VS) 2 on 21 February, recovering the latter intact and hoisting it on board to transfer to a seaplane wrecking derrick (YSD) the following day.

After a docking in *ARD-1* from 3 to 5 March, *Avocet* sailed down the west coast to Salina Cruz, Mexico, where she plane-guarded for a flight of planes from VP-43 before getting underway to return to San Diego on 25 March.

While en route back to her home port, however, *Avocet* received a distress signal from the fishing vessel, *Cape Horn*. Changing course at 1558 she lay to at 1607 close aboard the fishing boat, and within a few moments was taking on board the first assistant engineer of the boat, who had suffered an injured hip in an accident. *Avocet* took the sailor to San Diego, transferring him to a Public Health Service launch upon arrival on 2 April 1941.

After operating out of San Diego until 26 May, *Avocet* sailed for Pearl Harbor, and arrived there on 9 June. In late June, she towed targets for Army bombing planes and on 1 July investigated Japanese fishing sampans apparently navigating in restricted waters, obtaining names and numbers in each case. For the rest of the summer, *Avocet* operated locally out of NAS, Pearl Harbor. She towed targets for Army planes in late July, and on 11 August salvaged a downed SBD-2 from VS-2, exercised first with the seaplane tender *Thornton* (AVD-11) and later with the seaplane tender *Curtiss* (AV-4), and then tended VP-22 at Hilo. Following a docking on the marine railway at the Pearl Harbor Navy Yard in late September, *Avocet* fueled, underway, from the fleet oiler *Neosho* (AO-23) on 2 October.

Following calibration runs in Maalea Bay, Maui, the seaplane tender proceeded out to sea from Pearl Harbor for plane guard duty from 4 to 7 November; she spent much of November at Pearl Harbor, shifting to the navy yard for a restricted availability on the 29th of that month and mooring alongside *Porter* (DD-356). Completing her scheduled upkeep on 5 December, the ship exercised briefly with the seaplane tender *McFarland* (AVD-14) before returning to Pearl Harbor on the morning of 6 December 1941; at 1147 she moored port side to the NAS dock.

At about 0745 on Sunday, 7 December 1941, *Avocet*'s security watch reported Japanese planes bombing the seaplane hangars at the south end of Ford Island, and sounded general quarters. Her crew promptly brought up ammunition to her guns, and the ship opened fire soon thereafter. The first shot from *Avocet*'s starboard 3-inch gun scored a direct hit on a Nakajima B5N2 carrier attack plane ("Kate") that had just scored a torpedo hit on the battleship *California* (BB-44), moored nearby. The Nakajima, from the aircraft carrier *Kaga*'s air group, caught fire, slanted down from the sky, and crashed on the grounds of the naval hospital, one of five such planes lost by *Kaga* that morning.

Initially firing at torpedo planes, *Avocet*'s gunners shifted their fire to dive bombers attacking ships in the drydock area at the start of the forenoon watch. Then, sighting high altitude bombers overhead, they shifted their fire again. Soon thereafter, five bombs splashed in a nearby berth, but none exploded.

From her veritable ringside seat, *Avocet* then witnessed the

inspiring sortie of the battleship *Nevada* (BB-36), the only ship of her type to get underway during the attack. Seeing the dreadnought underway, after clearing her berth astern of the burning battleship *Arizona* (BB-39), dive-bomber pilots from *Kaga* singled her out for destruction, 21 planes attacking her from all points of the compass. *Avocet's* captain, Lt. William C. Jonson, Jr., marvelled at the Japanese precision, writing later that he had never seen "a more perfectly executed attack." *Avocet's* gunners added to the barrage to cover the gallant battleship's passage down the harbor.

Although the ship ceased fire at 1000, much work remained to be done in the wake of the devastating surprise attack. She had expended 144 rounds of 3-inch and 1,750 of .30 caliber in the battle against the attacking planes, and had suffered only two casualties: a box of ammunition coming up from the magazines had fallen on the foot of one man, and a piece of flying shrapnel had wounded another. Also during the course of the action, a sailor from the small seaplane tender *Swan* (AVP-7), unable to return to his own ship, had reported on board for duty, and was immediately assigned a station on a .30-caliber machine gun.

Oil from ruptured battleship fuel tanks had been set afire by fires on those ships, and the wind, from the northeast, was slowly pushing it toward *Avocet's* berth. Accordingly, the seaplane tender got underway at 1045, and moored temporarily to the magazine island dock at 1110, awaiting further orders which were not long in coming. At 1115, she was ordered to help quell the fires still blazing on board *California*. Underway soon thereafter, she spent 20 minutes in company with the submarine rescue ship *Widgeon* (ASR-1) in fighting fires on board the battleship before *Avocet* was directed to proceed elsewhere.

Underway from alongside *California* at 1215, she reached the side of the gallant *Nevada* 25 minutes later, ordered to assist in beaching the battleship and fighting her fires. Mooring to *Nevada's* port bow at 1240, *Avocet* went slowly ahead, pushing her aground at channel buoy no. 19, with fire hoses led out to her forward spaces and her signal bridge. For two hours, *Avocet* fought *Nevada's* fires, and succeeded in quelling them.

No sooner had she completed that task when more work awaited her. At 1445, she got underway and steamed to the assistance of the light cruiser *Raleigh* (CL-7), which had been torpedoed alongside Ford Island early in the attack and was fighting doggedly to remain on an even keel. *Avocet* reached the stricken cruiser's side at 1547, and remained there throughout the night, providing steam and electricity.

That night, at 2105, *Avocet* again went to general quarters as jittery gunners throughout the area fired on aircraft overhead. Tragically, these proved to be American, a flight of six fighters from the aircraft carrier *Enterprise* (CV-6). Four were shot down; three pilots died.

Avocet operated out of Pearl Harbor through the first week of May 1942, interspersing these routine operations supporting the reforming and outfitting of new units and the extensive patrols in the Hawaiian area, with two periods of advanced base evolutions, first at Port Allen, Kauai (16 to 19 January 1942) and then at Nawiliwili (4 to 8 March 1942). Departing Pearl Harbor on 11 May 1942 in convoy 4098, *Avocet* arrived at Alameda on 20 May, and shifted to Hunters Point on the 23d for a major refit.

Departing Hunters Point on 17 July 1942, *Avocet* returned to Alameda the same day, and sailed for Seattle on 18 July. Reaching her destination on the 21st, she lingered there for only three days, as she sailed for Kodiak on the 24th, eventually pushing on thence to Woman Bay, an inlet on the Gulf of Alaska, on the east coast of Kodiak Island.

Avocet operated in Alaskan waters through late October. She supported PBV flying boats of Fleet Air Wing 4 by tending and fueling planes, and transporting people, plane parts and ordnance supplies; she also performed patrol duty and participated in survey work as required. Despite the often bad flying weather, the "Catalina"-equipped squadrons tended by *Avocet* carried out extensive patrols, as well as bombing and photo missions over Japanese-held Attu and Kiska, in the Aleutians. In addition, the squadrons serviced by *Avocet* provided "dumbo" services (rescue missions named for the Walt Disney studio's cartoon pachyderm) for all American services, and flew antisubmarine patrols as well. When the Japanese submarine *RO-61* torpedoed *Casco* (AVP-12) in Nazan Bay, off Adak, *Avocet* went to the stricken seaplane tender's aid. From 2 to 4 September 1942, she assisted in salvage operations, helped to tow the ship to safety, and took on board a portion of her crew.

After an overhaul at the Puget Sound Navy Yard, which commenced on 1 November 1942, *Avocet* returned to Alaskan waters, reaching Atka on 20 January 1943. Sailing thence to Ogluiga, and arriving on 28 January, *Avocet* landed a party of Navy "Seabees" (Construction Battalion men) and Army engineers there, before she proceeded on to Nazan Bay, a month later, arriving on 28 February.

For the remainder of 1943, *Avocet* continued to support the operations of Fleet Air Wing 4's squadrons, operating successively out of Dutch Harbor, Adak, Amchitka, and Adak a second time, Attu and Dutch Harbor through 16 July. During this time, she escorted SS *Sam Jackson*, along with *YMS-121*, from Amchitka to Adak, and then accompanied the seaplane tender *Hulbert* (AVD-6) in escorting a merchantman from Adak to Attu, arriving at the latter port on 21 June. The squadrons supported by *Avocet* during this period continued flying antisubmarine and reconnaissance patrols, as well as provided "dumbo" services as required. *Avocet* spent the remainder of 1943 operating out of Dutch Harbor, Adak, and Kodiak, until shifted to Seattle, arriving on 23 December 1943.

Avocet returned to Kodiak on 6 March 1944, and steamed thence to Adak, and then Attu, where she remained until the last day of March. The small seaplane tender shifted back to Adak on 1 April, but stayed there only a short time, clearing that place on 5 April for Attu, where she arrived shortly thereafter.

During the first half of May, 1944, *Avocet* alternated with the destroyer escort *Doneff* (DE-49) on guard and rescue ship station west of Attu. While returning from one such deployment, *Avocet* had her second brush with enemy aircraft. At 1125 on 19 May 1944, she sighted what she identified as a Mitsubishi twin-engined "Betty" bomber two miles away, in foggy weather.

When first sighted, the "Betty" seemed to be on a course parallel to the ship's, but appeared to begin circling when he sighted *Avocet*, perhaps to look her over. *Avocet* opened fire on the "Betty" with 3-inch and 20-millimeter guns, but scored no hits. The "Betty," for her part, strafed the ship with her tail 20-millimeter gun. Neither side suffered any damage in the encounter, and *Avocet* resumed her voyage back to Attu.

Operating alternately out of Attu, Massacre Bay and Kuluk Bay for the remainder of May, *Avocet* departed Massacre Bay on 30 May for Kiska, arriving there on 1 June to embark passengers for transportation to Amchitka. The small seaplane tender operated out of the Aleutians for the remainder of the summer, frequenting the waters at Adak, Attu, Massacre Bay, Shemya Island, and Dutch Harbor before clearing Attu on 29 July 1944 for Puget Sound and an overhaul.

Avocet remained in the northern Pacific theater for the remainder of World War II, working out of Adak, Attu and Dutch Harbor through the end of hostilities with Japan in mid-August. Highlighting this period at the end of the war, *Avocet* accompanied the fast transport *Harry L. Corl* (APD-108) to the Kamchatka Peninsula to establish a weather station, arriving on 6 September 1945, before ultimately returning to Adak.

Slated to be relieved by the small seaplane tender *Unimak* (AVP-31), *Avocet* cleared Adak on 7 October 1945 for Seattle, and arrived on the 16th, reporting to the Commandant, 13th Naval District, for disposal. Inspected on 20 November 1945, the ship was found to be "beyond economical repair." She was accordingly decommissioned on 10 December 1945, and her name was struck from the Navy list on 3 January 1946. Sold to the Construction and Power Machine Co., Brooklyn, N. Y., on 12 December 1946 for use as a hulk, she remained listed on the *American Bureau of Shipping Record* until 1950, after which time her name disappeared. She was scrapped subsequently.

Avocet (AVP-4) earned one World War II battle star for her participation in the defense of the fleet at Pearl Harbor on 7 December 1941.

II

(LCIL-653: dp. 387 (f.); l. 159'0"; b. 23'8"; dr. 5'8"; s. 14.4 k.; cpl. 40; a. 5 20mm.; cl. LCIL-351)

The second *Avocet* was laid down as *LCIL-653* on 14 June 1944 at Barber, N.J., by the New Jersey Shipbuilding Corp.; launched on 14 July 1944; and commissioned on 21 July 1944.

Assigned to the Pacific during the last year of World War II, *LCIL-653* served in the Philippines in the spring of 1945. She

participated in the occupation of many of the smaller islands around Mindanao and of those that comprise the Sulu Archipelago. After the war, the ship returned to the United States and was placed out of commission, in reserve, on 6 June 1946. On 7 March 1952, *LCIL-653* was reclassified as a minehunter and was redesignated *AMCU-16*. That same day, she was named *Avocet*. Her conversion began on 1 July 1953 at the Puget Sound Naval Shipyard, and she was recommissioned there on 9 December 1953, Lt. James E. McMullen in command.

However, her return to active duty proved brief. For less than 15 months, *Avocet* operated out of San Diego conducting experiments for the Naval Electronics Laboratory. She also served as a sonar training ship and participated in mine hunting exercises. On 23 February 1955, she arrived in San Francisco where she began preparations for inactivation. While undergoing inactivation overhaul, she was reclassified as a coastal minehunter with the designation *MHC-16*. *Avocet* was towed to Stockton, Calif., on 5 May 1955 and was decommissioned there on 20 May 1955. Her disposal was approved on 21 December 1959, and her name was struck from the Navy list on 1 January 1960.

Avocet earned one battle star during World War II as *LCIL-653*.

Avoyel

An Indian tribe native to the state of Louisiana.

(AT-150: dp. 1,675; l. 205'; b. 38'6"; dr. 15'4"; s. 16.5 k.; cpl. 85; a. 1 3", 2 40mm., 2 20mm., 2 dct.; cl. *Navajo*)

Avoyel (AT-150) was laid down on 25 March 1944 at Charleston, S.C., by the Charleston Shipbuilding & Drydock Co.; launched on 9 August 1944; sponsored by Mrs. George E. Goodman; and commissioned at Charleston on 8 January 1945, Lt. Comdr. William R. Brown in command.

Following shakedown training in the Chesapeake Bay, the tug then reported to the Norfolk Navy Yard, Portsmouth, Va., for post-shakedown availability. Upon completion of the yard period, the tug was ordered to proceed to the Hudson River which had frozen to a depth of two to three feet. *Avoyel* cleared a path to Iona Island so that ammunition barges could be moved down the river. When this assignment was finished, the vessel returned to Norfolk.

In early March, the tug sailed for New Orleans where she picked up a tow and pulled it to Gulfport, Miss., for loading. *Avoyel* departed the gulf coast on 20 March, bound for the Pacific. She transited the Panama Canal and continued on to the South Pacific. The ship paused at Bora Bora, Society Islands, to refuel before reaching Seeadler Harbor, Manus Island, on 13 May. Upon her arrival there, the tug reported to Commander, Service Force 10, for duty. On 15 May, the tug was redesignated ATF-150.

During the remaining months of World War II, *Avoyel* carried out various towing operations among the Philippine Islands; Hollandia, New Guinea; Ulithi, Caroline Islands; Guam, Mariana Islands; Okinawa; and Eniwetok, Marshall Islands. Following the Japanese capitulation on 15 August, the tug got underway with Task Group 95.4 to clear mines from the waters of the Yellow Sea, off the coast of Korea. *Avoyel* sank several mines with rifle fire; and, on 7 September, Allied occupation forces began steaming through the cleared area toward the Korean mainland.

The tug anchored at Sasebo, Japan, on 16 September and operated in the Sasebo area for the next three months, performing towing jobs and making resupply and refueling runs. On 8 December, *Avoyel* got underway to return to the United States. She made stops en route at Saipan, Eniwetok, and Guam. The tug remained at Guam from 28 March until 12 May 1946 for repairs and alterations. She then sailed, via Pearl Harbor, for the Canal Zone. The vessel retransited the Panama Canal on 12 July and reached New Orleans on the 28th. The ship then underwent a preinactivation overhaul.

On 17 October, *Avoyel* proceeded to Orange, Tex., and was placed out of commission, in reserve, there on 11 January 1947. On 9 July 1956, the ship was loaned to the United States Coast Guard and assigned to duty at Eureka, Calif. On 1 June 1969, her name was struck from the Navy list, and the ship was perma-

nently transferred to the Coast Guard on that same day. The vessel was decommissioned by the Coast Guard on 30 September 1969, sold, and placed in commercial service.

Awa

A milkfish of the Pacific ocean, usually found off the coast of Mexico and in waters off the Hawaiian Islands.

The name *Awa* was assigned to SS-409 on 23 August 1942, but this *Balao*-class fleet submarine was renamed *Piper (q.v.)* on 31 January 1944, less than a month and a half prior to the laying of her keel.

Awahou

A Maori word meaning a new channel.

(YAG-24: t. 410; l. 146'0"; b. 25'1"; dph. 9'1")

The twin-screw steamer *Awahou*—built in 1912 by Fullerton and Co., Paisley, Scotland, and owned, by 1942, by Richardson and Co., of Wellington, New Zealand, was acquired by the U.S. Navy from the New Zealand government on 4 November 1942. Classified a miscellaneous district auxiliary and designated YAG-24, *Awahou* was placed in commission at Auckland, New Zealand, that same day. Hereafter, records are ambiguous as to whether or not the ship was "officially" listed as having a name or not, the *Naval Vessel Register* for 1943 carried her as "ex-*Awahou*" and as YAG-24. Another source indicated that she was *Awahou* (YAG-24), and her log uses both interchangeably.

In any event, *Awahou*, assigned to Service Squadron 8, Service Force, Pacific Fleet, stood out of Auckland harbor on 11 November 1942, bound for New Caledonia. Reaching Dumbéa Bay on the 17th, she spent the next few days shuttling about the harbor, shifting berths until the 29th when she commenced discharging her cargo of lubricating oil to the light cruiser *Helena* (CL-50) and to the civilian tanker *SS Donnell*. After loading cargo and fueling, the vessel sailed for Espiritu Santo two days before Christmas, escorted by the fast transport *Manley* (APD-1). Sailing thence for the Solomons on the 29th, *Awahou* reached Guadalcanal on 2 January 1943 and anchored off Lunga Point that morning to commence working her cargo.

For the next four months, *Awahou* performed vital, but unsung, local ferry and cargo-carrying service between Guadalcanal, Tulagi, Malaita, and "Cactus," the shore near Henderson Field. Her cargo consisted at one time or another of such items as "portable runways" (Marston matting for airfield construction), aircraft bombs, gas cylinders, perishable commodities, and mail.

Highlighting her operations during this period was the heavy Japanese air raid on Tulagi on 7 April 1943, part of the last offensive (Operation "I") unleashed by Admiral Isoroku Yamamoto. *Awahou's* deck logs disclose that, over the previous two months, her crew had been called to general quarters on several occasions by air raid alerts ("condition reds") only to learn later that the warnings had been false. However, the one that came on the afternoon of 7 April proved quite different. The previous day, *Awahou* had taken on board potable water from *Niagara* (AGP-1) and then moored to a dock at Tulagi. She was still lying there at 1445 on the 7th, when a "flash red" was received, as 76 "Vals," covered by 110 "Zeroes," droned toward Guadalcanal.

At 1500, *Awahou's* lookouts counted 36 Japanese dive bombers in their ship's vicinity. Two minutes later, they commenced their attack on the shipping in Tulagi harbor. One "Val" scored a direct hit on the New Zealand Navy corvette HMNZS *Moa*, which had been moored, fueling, alongside the station tanker *Erskine M. Phelps* (YON-147) and the unfortunate little ship sank "in about four minutes." The bombing also left *Erskine M. Phelps* in a sinking condition as well. *Awahou* got underway and, with the assistance of tugs, kept the damaged tanker afloat. *Awahou* moored to her starboard side and remained there throughout the night.

Fears over a return visit by more Japanese planes a few days later prompted *Awahou* to shift her berth to the vicinity of Gavutu Island where she dropped her port anchor in four fathoms of

water and put out bow and stern lines to trees on the beach. "Believing enemy aircraft would be in this vicinity," *Awahou's* log records, "we went ashore and cut brush and palm limbs and camouflaged ship."

On 2 May 1943, *Awahou*, under tow of *Bobolink* (AT-131), cleared Guadalcanal and headed for the New Hebrides. She arrived at Espiritu Santo on the 5th for availability alongside *Vestal* (AR-4). Unmooring on the 12th, and again under tow of *Bobolink*, *Awahou* was taken to Havannah Harbor, Efate Island in the same group on the 16th. Taken thence to Auckland—in company with *Taupata* (YAG-26), under tow of *Coucal* (ASR-8), and escorted by *Talbot* (APD-7) and *Taganak* (AG-95), *Awahou* underwent voyage repairs there through mid-July 1943.

Over the next few months, *Awahou* conducted four cargo-carrying voyages from Auckland to Norfolk Island, in the Australian commonwealth some 930 miles northeast of Sydney, New South Wales, Australia, and served one brief stint of duty at Auckland as a passenger ferry. She wound up her last Norfolk Island-to-Auckland return voyage on 26 January 1944. She got underway and cleared the port on 5 February 1944, but collided with the ferry *Eagle Hawk*. The accident forced her to return to port where she moored to a dock. This proved to be her last underway period as an American naval vessel for, on 28 March 1944, *Awahou* was decommissioned and returned to her owners. Her name was struck from the Navy list on 8 April 1944.

Awatobi

A Hopi Indian word meaning "high place of the bow." The term may refer to the Bow people and was applied to a former Hopi pueblo located on a mesa in northeastern Arizona.

(YTB-264: dp. 410; l. 110'0"; b. 27'0"; dr. 11'4"; s. 12 k.; cpl. 12; a. 2 .50-cal. mg.; cl. *Cahto*)

Awatobi (YT-264) was laid down on 27 March 1944 at Tacoma, Wash., by the J. M. Martinac Shipbuilding Corp.; reclassified a large harbor tug and redesignated YTB-264 on 15 May 1944; launched on 30 September 1944; and placed in service on 1 February 1945.

Awatobi served out her entire naval career as a harbor tug in the 12th Naval District. She was deactivated in 1960, and her name was stricken from the Navy list in December 1960. The details of her disposition are not available.

Ayanabi

A former Choctaw Indian village, located on Yannubbee Creek, two miles above its confluence with the Petickfa Creek, about eight miles southwest of the present town of Dekalb, in Kemper County, Mississippi. The word *Ayanabi* means "ironwood."

On 24 March 1945, the name *Ayanabi* was assigned to the *Cholocco*-class large yard tug, YTB-504, which was slated for construction in Stamford, Conn., by the Luders Marine Construction Company. However, records indicate that this service craft was never actually laid down. The end of World War II caused a drastic examination of the Navy's building program, and the contract for the construction of *Ayanabi* was cancelled on 5 November 1945.

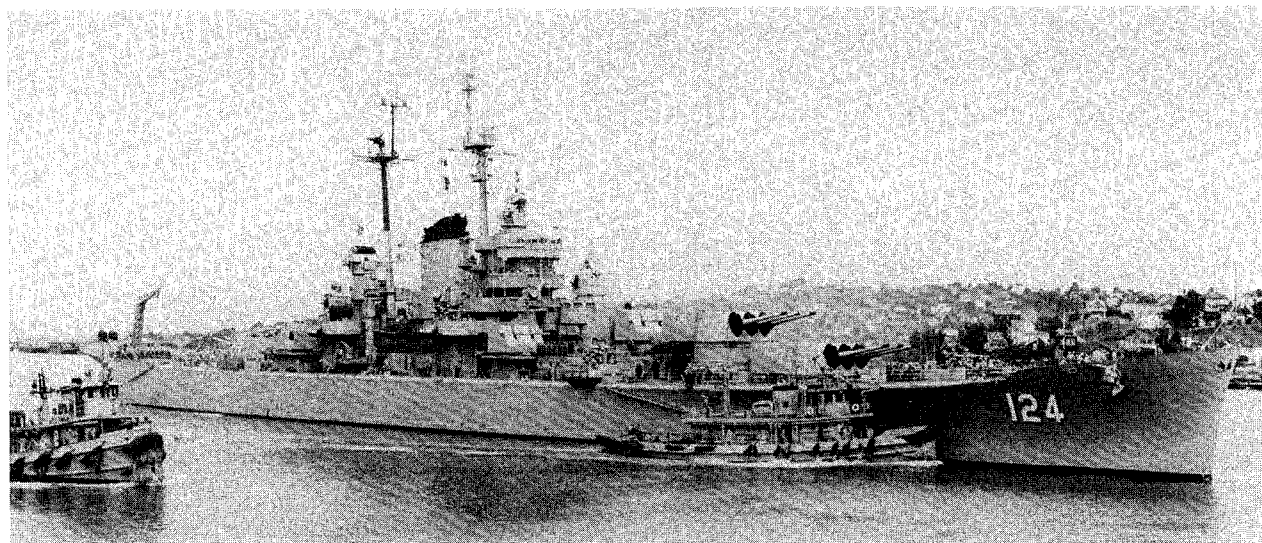
Aylmer

Matthew Aylmer entered the Royal Navy in 1678 and advanced to the rank of captain in 1679. After serving in the Mediterranean, he joined the revolutionaries who overthrew the Stuart monarch, James II. He took part in the battles of Beachy Head and Barfleur, and went to the Mediterranean as commander in chief in 1698, where he confirmed earlier treaties with Tripoli, Tunis, and Algiers.

Retiring from active service in 1699, Aylmer served as a navy commissioner until 1702. He was reappointed to command the fleet in 1709 but, after failure in an engagement with the French, he was relieved in 1711. When George I succeeded to the throne in 1714, Aylmer was returned to command and received a peerage and the rank of Rear Admiral of the United Kingdom before his death in 1720.

(BDE-72: dp. 1,300; l. 306'; b. 36'9"; dr. 10'9"; s. 24 k. cpl. 200; a. 3 3", 2 40mm., 8 20mm., 2 dct., 4 dcp., 1 dcp. (hh.); cl. *Buckley*)

The destroyer escort, DE-72, was laid down on 12 April 1943 at Hingham, Mass., by the Bethlehem Steel Corp., and named *Harmon* on 18 May 1943. The ship was allocated to the United Kingdom under lend lease on 10 June 1943; and the name *Harmon* was reassigned to another destroyer escort DE-678 on 23 June. Launched on 10 July 1943, the ship was accepted by the Royal



Awatobi (YTB-264) assists *Rochester* (CA-124) in departing the Mare Island Naval Shipyard, 20 September 1953. *Dekaury* (YTB-178) is at left. (NH 84584)

Navy on 30 September and commissioned as HMS *Aylmer* (K.463) the same day.

During World War II, *Aylmer* garnered "battle honors" off Normandy during the invasion of Europe in the summer of 1944 and in the North Atlantic in 1944 and the first months of 1945. She figured in the destruction of two U-boats during the course of hostilities in the Atlantic: *U-765* on 6 May 1944, in company with sister ships *Bickerton* (K.466) and *Bligh* (K.467) and planes from the escort carrier *Vindex* No. 825 Squadron; and *U-1172* on 12 June 1944, in conjunction with the efforts of sister ships *Calder* (K.349) and *Bentinck* (K.314) and the *Evarts*-class destroyer escort *Manners* (K.568).

The ship was decommissioned by the Royal Navy at the New York Naval Shipyard on 5 November 1945 and simultaneously accepted by the United States Navy. Stricken from the Navy list on 19 December 1945, she was sold to Mr. John J. Witto of Staten Island, N.Y., on 9 June 1947, and scrapped by February 1948.

Aylwin

John Cushing Aylwin—born in Quebec, Canada, on 14 June 1778—worked on board British naval vessels at an early age. Though never formally enrolled in the Royal Navy, he received increasing responsibilities eventually performing the duties of a mate by 1795. He refused the offer of a midshipman's warrant but continued service at sea—apparently against his will—for another six years. Ill health, however, finally brought about his return home. Then, for several years, he commanded merchant ships out of Boston. When war between the United States and Great Britain broke out in 1812, Aylwin received an appointment as a lieutenant in the Navy and became sailing master in *Constitution*. He received commendations for his gallantry during that frigate's engagement with HMS *Guerriere* on 19 August 1812. Lt. Aylwin took part in the battle between *Constitution* and HMS *Java* on 29 December 1812. Severely wounded during that encounter, Aylwin later died at sea.

I

(Galley: t. 40 (approx.); cpl. 26; a. 1 long 12-pdr.)

The first *Aylwin*—a small galley built on Lake Champlain in 1813—was a unit of Commodore Thomas Macdonough's squadron during the Battle of Lake Champlain fought on 11 September 1814. By retaining control of the lake, she and her squadron mates closed an important avenue of invasion to British forces in Canada. *Aylwin* continued to serve on Lake Champlain through the end of the war early in 1815. She was sold at Whitehall, N.Y., in July 1815.

II

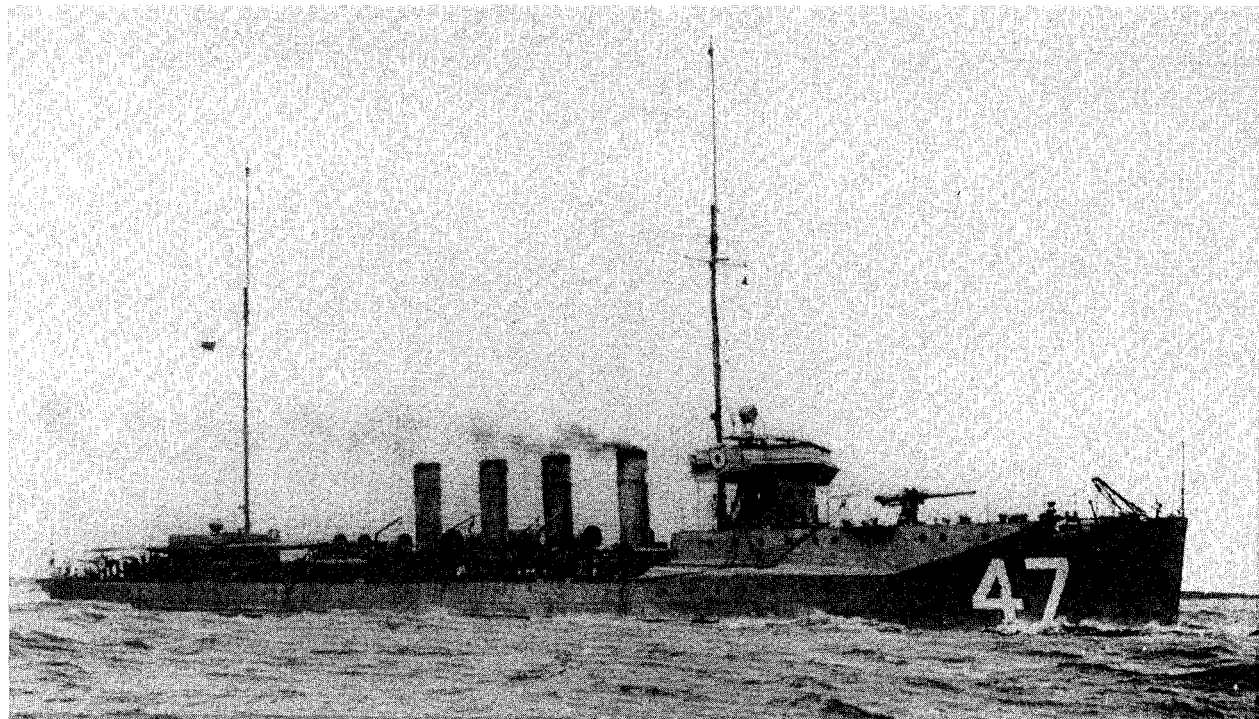
(Destroyer No. 47: dp. 1,156; l. 305'3"; b. 30'4"; dr. 9'5"; s. 29.5 k.; cpl. 89; a. 4 4", 2 .30-cal. mg., 8 18" tt.; cl. *Aylwin*)

The second *Aylwin* (Destroyer No. 47) was laid down on 7 March 1912 at Philadelphia by William Cramp & Sons Shipbuilding Co.; launched on 23 November 1912; sponsored by Mrs. Joseph Wright Powell; and commissioned on 17 January 1914, Lt. Comdr. Leigh C. Palmer in command.

Following a short cruise to Cuba, the destroyer was placed out of commission at the Norfolk Navy Yard and remained inactive for more than a year. She was recommissioned on 25 May 1915 and assigned to the 6th Division, Torpedo Flotilla, Atlantic Fleet. The ship then cruised along the east coast carrying out routine patrols.

During the early months of 1917, *Aylwin* sailed to Cuban waters for winter maneuvers and returned to the Virginia capes area upon America's entry into World War I. From June 1917 to January 1918, the destroyer participated in special experimental work while operating out of Boston, Mass., and Newport, R.I.

On 4 January 1918, *Aylwin* sailed for Queenstown, Ireland; and, shortly after her arrival there, began patrolling out of that port. However, shortly thereafter, she was detached to join Brit-



Aylwin (Torpedo Boat Destroyer No. 47), circa 1916, lead ship of her class, reflecting the point to which the modern destroyer had evolved just before World War I. (NH 77908)